

## NEED FOR PARK LAND FOR PARK IN WESTCHESTER

Influx of Population Into County to Surpass Estimates, Says Stratton.

### CITIES GROWING RAPIDLY

Beauty of New Rochelle Surprises and Charms Visitor From New York.

THE influx of population into Westchester county in the next ten years will surpass any estimates that have been published or made by any one, even those most optimistic, according to Francis S. Stratton, president of the Westchester Lighting Company. Those whose business interests are in the county and its prospective residents will anticipate that rapid and tremendous growth if they have the vision and an eye to the future and will take advantage of conditions as they exist instead of waiting until conditions which are especially adapted to their uses are absorbed by others more progressive.

The County Park Commission, with its comprehensive plans for parks and roadways, not fully matured, will eliminate much property from the market which otherwise would be utilized eventually for residences and business purposes. Those parks and roadways, however, will add materially to the county as a superior dwelling place and, with highways contemplated and already through the county, north and south, leading to and from city, will carry thousands of people over the county and across the great highway bridge over the Hudson River, the northwestern part of the county, just above Peekskill.

The new Government commission, of which the writer is a member, is formulating a plan for county government which, if adopted by the people, will be of distinct advantage to the rural sections of the county and to the development of the whole county, and its larger interests in economic and comprehensive lines.

The commercial centers of the four cities and of some of the larger villages are becoming congested and the smaller business houses of one, two and three stories must give way soon to taller buildings on the same ground area. The tendency is toward comfort and convenience, and those who spend six, eight or ten hours a day in their offices, demand it in their business quarters as well as in their homes.

The 500,000 population of Westchester is increasing at the rate of 10 per cent. annually, which percentage will be exceeded with the various improvements contemplated.

Quaker Ridge is a station of the Westchester and Boston Railway in New Rochelle, at about equal distance from Mount Vernon and White Plains. The property of the Quaker Ridge Improvement Company surrounds the station and the development consists of some twelve or fourteen attractive homes, occupied by their owners and which have been erected for \$10,000 to \$25,000.

**Golf Clubs Abound.** There is no club immediately on the property but deliveries are made by merchants from New York, New Rochelle, White Plains, Scarsdale, Larchmont, Mamaroneck, and other nearby rural free mail delivery by the New Rochelle postoffice. Trains are operated by the Westchester and Boston Railway from Quaker Ridge to the running time from Quaker Ridge to Forty-second street, via the Lexington avenue subway from 14th street, is 45 minutes. Lot are selling in the vicinity for \$130 to \$550 a lot.

There are numerous golf clubs in the section. Weaver street, leading from New Rochelle to White Plains, one of the oldest and most traveled roads in the county, passes along the property. Several new houses are being erected by recent buyers.

New Rochelle as a haven of rest, health and homes is best described by a business friend still residing in New York city, but whose intention to be numbered among the ex-New Rochelle residents is evidenced in his sentiments, which follow, said James D. McCann of the McCann Agency, Inc. All his visits to New Rochelle are confined to a business section of the city, and a consequence he had never had any visual evidence of New Rochelle being appropriately and justly entitled "The City of Homes."

Upon a recent visit to our office he expressed a desire to see some of the residential sections. The writer invited him to drive with him, and, using his own words, "amazement" was a feeble word to describe his feelings when after an hour's driving he realized that he had seen one of the most beautiful residential cities in the world. He said that he carried away with him two outstanding convictions:

First—That the rolling country on the north side of the city, which is comparatively level and absolutely level, is winning at Rochelle Park and then in the order named, Rochelle Heights, Beechmont, Forest Heights, Broadview, Lynbrook, Wykagyl and Quaker Ridge, never had been excelled and seldom equaled by any section that ever he had seen.

The second conviction was the result of an observation of the universal absence of ostentatious display in the great number of beautiful homes he had seen and that one could not fail to be impressed by the extreme good taste in evidence, both as to architecture and landscaping.

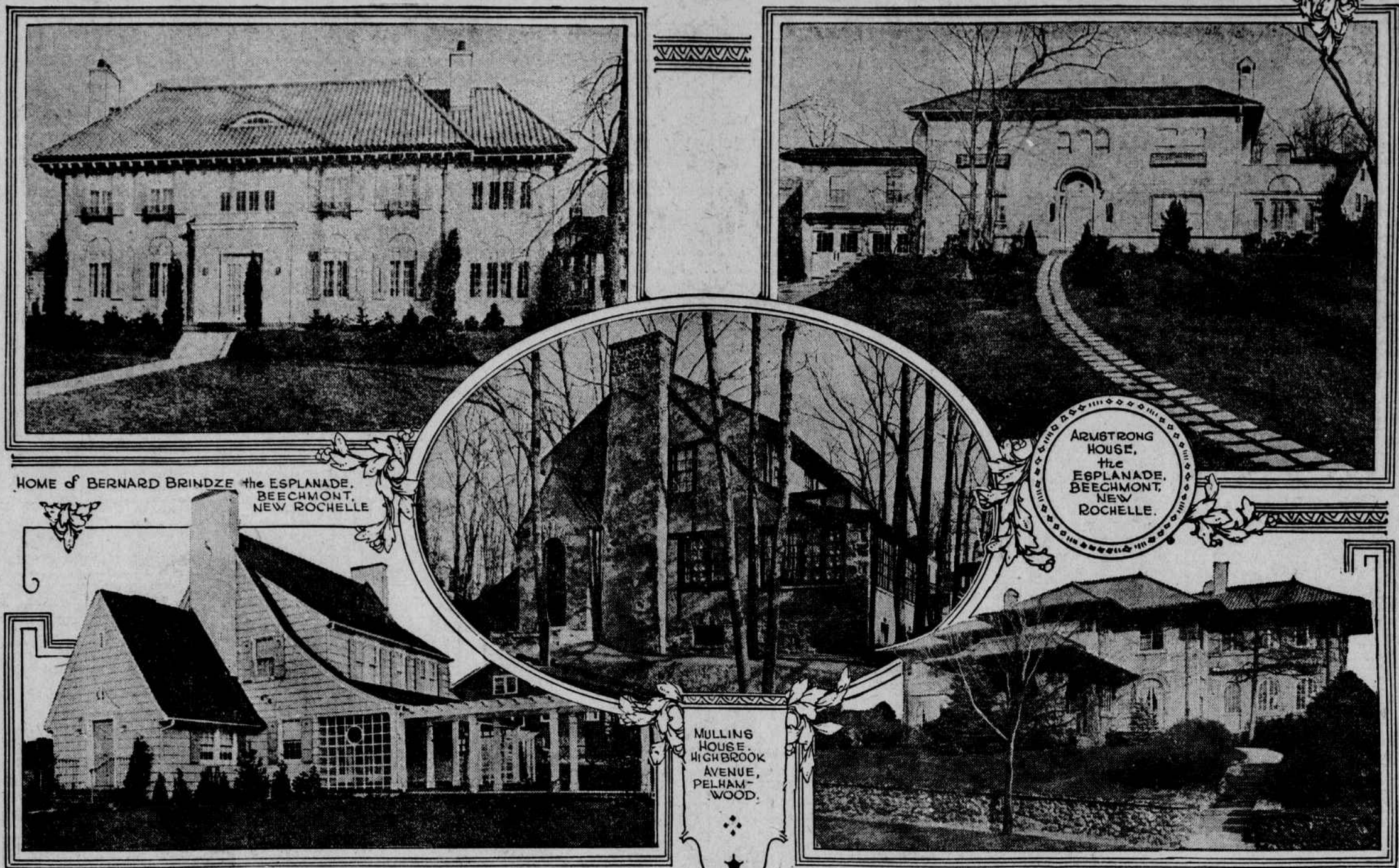
### Surprised by New Rochelle.

He was surprised that he had never been told by any of his New Rochelle acquaintances of the wonderful beauties of the city. The writer's reply was that the residents of New Rochelle have been so busy in building a beautiful city, that they have had no time to tell him of it. His growth had been a gradual and healthy one, taking it all as a matter of course, New Rochelle failed to see anything to boast about. The nearest thing to a residential section in the city was the average resident of New Rochelle was the ingenious remark on returns from visits to other cities that they had failed to see anything that they liked better than their own town.

The man was instructed and amused by the story related to him by the writer of the development of the hills north of the city into residential parks, which began about twenty years ago.

Some ten years ago Rochelle Park and Beechmont Heights, which were today some of the oldest residents of New Rochelle, was a beautiful rolling country, and its selection for a development as a residential section met with very general approval, and building of beautiful homes in those two park sections soon made them famous for their beautiful homes. When, however, twenty years later, the higher country still further north was chosen by the pioneers in its development as a residential

## Demand for Vacant Westchester Land for Home Sites Increases



THE appeal of Westchester County, with its wooded hills, clear, health giving air, excellent highways and diversity of out-of-door amusements is stronger than ever to the man who is seeking a suburban home or is being forced by the present difficult housing problem in this city and elsewhere finally to build a home of his own. It is especially true of that section lying to the east and to the south, which is served by the New York, Westchester and Boston Railway. That modern suburban electric line has its New York city terminal at the Harlem River, 123rd street and Willis avenue. It extends northward through the East Bronx, its four tracks extending to Mount Vernon, then dividing into two double track lines, one extending through Pelham and New Rochelle and terminating at Larchmont, the other tapping the northwestern or Wykagyl portion of New Rochelle, the eastern section of Scarsdale and terminating at White Plains.

When the Westchester began operation in the spring of 1912, many portions of the country along its lines were sparsely settled or entirely undeveloped, particularly the upper Bronx, Pelham, Pelhamwood, Scarsdale and the southeastern part of White Plains. To-day, with better railway service, remarkable progress in their development has been made.

The fact that whatever the beauty and natural advantages of Westchester county, the extraordinary increase in building operations and real estate transactions are due in great measure to its transportation facilities which make possible its convenient accessibility to the metropolis and other points is presented forcibly. The fact is reflected accurately in the steadily increasing commutation and local ticket sales of the Westchester, which are almost wholly attributable to the rapidly growing population of the territory through which it operates.

Beginning with the section between Gun Hill road in the Bronx and the city line at Dyre avenue, where the sale of moderately priced building lots has attracted hundreds of home builders, and the line is a thriving community. At Kingsbridge road, the first station in Mount Vernon, the erection of a large number of attractive houses which may be purchased for reasonable prices has added materially to the development of the southeastern portion of that city. Just east of the East River street station, the entire eastern portion of the city, the first station, Godfrey Way, is in the line of the Columbus avenue station, many fine homes have been built or are under construction. That condition is

seen in Pelham and Pelhamwood, a beautiful development which lies just beyond New Rochelle. Many other sections of that city also have benefited greatly through the Westchester's service.

In March, 1921, the line was extended from North avenue, New Rochelle, to its present terminal at Chatsworth avenue, Larchmont. Two new stations were added. One of them is Pine Brook, in the northeastern part of New Rochelle. That high grade development, previously somewhat difficult of access, contains many new homes and many others have been planned or are under construction.

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